

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE

April 19, 2000
MAG Saguaro Room, 3rd Floor
302 North First Avenue
Phoenix, Arizona

MEMBERS ATTENDING

Jim Book, Glendale - Chairman	* Ellis Perl, Surprise
Brian Latte, Chandler	Jim Decker, Tempe
Bruce Ward, Gilbert	* Tim Wolfe, ADOT
*Dale Thompson, Maricopa County	Alan Hansen, FHWA
Alan Sanderson, Mesa	* Jim Matteson, Phoenix Aviation
Mike Frisbie, Phoenix	Scott Nodes, Peoria
Scott Miller, RPTA	Charles Hydeman, Goodyear
*Mary Kihl, ASU	

* Not present or represented by proxy

OTHERS PRESENT

Terry Connor, DPS	John O'Laughlin, PBFI
Chris McMurdy, Goodyear	David Wolfson, Maricopa County
Don Dey, TransCore	Sarath Joshua, MAG
Bob Ciotti, Phoenix Transit	

1. Call to Order

The meeting was called to order at 9:10 a.m. by the new Chairman Jim Book. Scott Miller introduced Bob Ciotti as his replacement in the committee for RPTA.

2. Approval of March 15, 2000 Meeting Minutes

Scott Miller moved that the minutes be approved as stated, was seconded by Jim Decker and passed.

3. Call to Audience

Chairman made a call to the audience providing an opportunity to members of the public to address the ITS Committee. Chairman noted that there was no response from the audience.

4. Program Manager's Report

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_____ Sarath Joshua reported the following:

- Intermodal Planning Group Meeting: An update was provided on the April 5th meeting involving an annual review of the MAG planning process by FHWA. Copies of the presentation on the MAG ITS program were distributed.
- Call for ATLAS 4 projects - The ATLAS program at University of Arizona has indicated an interest in supporting rail-highway crossing projects in the MAG region. No scope has been established for the project. Newest MAG ITS member, Goodyear, has shown an interest in this project. There is also a lot of interest at the national level. Member agencies were requested to express interest in the project or any ideas to work with the U of A center.
- Transit Communications Interface Protocols - Nine standards have been established for open transit standards. A handout briefly described these standards. Member agencies were requested to consult these standards in all future transit ITS related procurements.
- Developing a Transportation Operations Vision - A meeting held on April 5th at Irvine California has elevated a national dialogue on transportation operations to a higher level. This dialogue is seeking to develop a constituency for effective transportation operations. Chairman Book asked which agencies were leading this effort. Sarath Joshua replied that ITE is leading this effort with USDOT sponsorship. He also indicated that a number of white papers have been developed. In response to a question from Brian Latte on what areas of transportation operations would be included in this discussion, Sarath Joshua responded that based on what he has observed the full spectrum of issues seem to be targeted. Some of the leading national transportation experts are at the fore front of this discussion.

5. Freeway Service Patrol project Update

Capt Terry Conner provided an update on this project. He provided a draft version of the scope of work to give committee members a perspective of what this project and its expectations will involve. He indicated that according to Arizona statutes DPS must provide 1 officer for every 2500 registered vehicles. However at present there is only one DPS officer for every 6800 vehicles. Capt. Conner referred to traffic incidents and the need to keep traffic moving and avoid vehicles stuck in traffic breaking down. He informed the committee that the numbers in his handout are based on motorist assist reported statistics. The proposed scope of work involves:

- 8 DPS Employees - civilian motorist assist drivers
- Vehicles - Vans equipped with cell phones, jumper cables and other supplies

Capt. Conner indicated that a similar service is currently provided by volunteers on a

statewide basis. He went on to highlight the mission of DPS on improving public safety. He stressed that the Freeway Service Patrol is likely to be a growth industry considering the new freeway mileage that will be opening in the region. Following his brief presentation committee members asked several questions related to the Freeway Service Patrol project. Some of the questions and responses were:

Q: What kind of service hours are you looking at?

A: Possibly 16 hrs/day. Not well defined peak hour

Q: Is the budget shown in the draft scope of work an annual budget?

A: Yes. Vehicles are a one time cost and personal services are annual salaries.

Q: Has there been any effort by DPS to keep this project going beyond MAG funds?

A: The governor is very supportive of this project and this service is very likely to get continuing funds. The MAG CMAQ funds will support the first two years of the project and funds currently programmed by ADOT for this project for FY 2005 is being advanced to FY 2003 to cover the latter 3 years. This provides funds for five years of continuous operations.

Alan Hansen commented that the operations need to take place with the overlap between ADOT, DPS and FSP. The service patrol may require some traffic control and FHWA hopes that ADOT and DPS will work together on this. Capt Conner responded that ADOT and DPS have the same mission. DPS would like officers to be freed to do their job on enforcement. He felt that the FSP will augment ALERT Team as the first responders. Unlike the proposed FSP service, ADOT ALERT Team is not out there 16 hrs a day. DPS & ADOT discussions on this topic have pointed out how FSP service may complement each other

Alan Sanderson questioned the DPS Position Classification including many responsibilities and functions unrelated to Freeway Service Patrol and its potential impact on the project. Capt. Conner responded that position classifications are not a good indicator of job functions as they cover many positions. FPS will be strictly on the urban freeway system. The hours of operation can be worked out - 7 days a week - construction areas any

Chairman Book indicated the need to have some sensitivity to events at Bank One Ballpark and other special event in the region. Brian Latte stated that an on-going dialogue is needed between ADOT and MAG ITS. How will the FSP operators need to be connected to ADOT TOC. How many vehicles will be used?

Capt Conner stated that 99.9% of all calls for disabled vehicles go to DPS directly. ADOT TOC cameras catch some broken down vehicles and incidents and respond to these.

Alan Sanderson asked if DOS is considering other types of vehicles such as tow trucks? He also suggested having good communications between FSP vehicles and ADOT and the ability to place a request with ADOT for posting a VMS message

John O' Laughlin stated that most service vehicles in the country have arrow boards. Some Freeway Service Patrols have trucks with the ability to right tractor trailers and others heavy

vehicles. He mentioned the possibility of finding private sector sponsors for additional vehicles. For motorist assistance, most states are using multipurpose vehicles using CMAQ funds. Chairman Book pointed to the need to keep these vehicles easily recognizable and for the service to stay focused. Mr. O’Laughlin indicated that there was consistency in vehicles. Some east coast urban areas have service vehicles sponsored by the CVS drug store.

Jim Book asked if Freeway Service Patrol can call for enforcement. Capt. Conner replied that they will use DPS radios. None of DPS vehicles at present have ADOT radios. Yes, if they see a drunk driver or a situation that causes concerns about public safety they will call in.

Don Dey indicated that the vehicles need to be easily recognized by the public. He asked if these vehicles have AVL on them and roadway information on them. He also suggested that it may be a good idea to explore stretching the FSP budget through advertising opportunities as suggested by John O’Laughlin. Sarath Joshua indicated that establishing a link between FSP and FMS needs is important. FPS vehicles on new segments of the freeway system without FMS may act as roving eyes of the FMS. Mr. O’Laughlin stated that Southern California has a system that has AVL capability but it has substantial costs. Capt. Conner stated that DPS has a budget request for \$15m for a Computer Aided Dispatch(CAD) system for Maricopa and Pima counties. A CAD would be needed to utilize AVL information. DPS maintains a radio system for ADOT and is considering incorporating AVL in Snow Ploughs. John O’Laughlin said that when the cellular systems are upgraded per FCC requirements AVL capability will come down in price.

Alan Sanderson moved that, based on the discussion and Alan Hansen’s volunteering to help with the effort, the scope of work be worked on reported back to the ITS committee. It was seconded by Jim Decker. The motion passed unanimously. Chairman Book and Sarath Joshua both thanked Capt. Terry Connor for his update on the project.

6. Archived Data Server Project

David Wolfson provided a status report on this project. He indicated that federal funding is still in the process of getting approved. A user services study carried out to identify functions that need to be supported by the Archive. It was completed and an Adobe Acrobat version of the report is available at the MCDOT website. He informed that there will be another user services study as part of the archived data server. MCDOT is also in the process of looking at preliminary interfaces with the data server called the Data Spooler Logger. This effort is progressing fairly slowly because of the delay in getting the Data Server project launched. Sarath Joshua provided a brief overview of the project for the benefit of those who may be unaware of the project goals and scope. He stated that traffic data from 42 freeway miles and 150 arterial miles are being continuously gathered through various traffic sensors and temporarily stored at the ADOT TOC. However, this data is not readily accessible. The Data Archive will enable storing all data in a systematic manner so that they can be utilized for traffic management and also for planning purposes.

7. Status Reports by Committee Members of ITS Activities

Dale Thompson briefed everyone on the AZTech showcases planned for May 18-19., Oct 4-5 and January 18-19 2001. Also local showcases targeted at transportation professionals, and planned for June, July, August and September.

Alan Sanderson informed that Mesa traffic signal system is changing to Econolite's ICONS system. Mike Frisbie states that Phoenix's Advanced Traffic Management System is moving ahead with Econolite and Peek working on getting the system working. The Downtown Traffic/Parking Management System is at the design concept stage.

Chairman Book asked about the status of the Tempe Parking Management System. Jim Decker responded that project PSE at 100% and will go to city council on April 27th. He also indicated that Tempe is working with ASU on codevelopment of the signage. He stated that the system will be operational by January 2001. Remarking on the ADOT environmental clearance process required for all TIP projects, Mr. Decker stated that you should not bother requesting any programmed project be accelerated unless you have the project designed and ready to go. He said that ADOT wants the projects ready by August 1st even for signal cabinets.

8. Next Meeting Date

The date for next committee was announced as 9:00 A.M. on May 17, 2000.

9. Adjournment

Chairman Book adjourned the meeting at 10:55 a.m.